

Local Communities Will Share Port Defense Boom If Homes Are Built

Torrance and Lomita on Threshold of Great Expansion in Few Months

With shipbuilding beginning in earnest this week on Terminal Island as keels for two destroyers were fashioned at the Bethlehem Steel Corporation's yard and first work started on the San Pedro side on a \$13,500,000 repair ship for the Navy, the great and increasing question: "Where are the thousands of workers there going to live?" perplexes even Torrance and Lomita.

That many of the national defense workers on the naval base at Terminal Island, San Pedro and Wilmington will overflow into Torrance and Lomita is as certain as the fact that these communities will have to speed up housing to meet the demand.

Two factors enter into the development of Los Angeles harbor which vitally concern this area and indicate that if these communities are to share in the defense boom they must act quickly to meet the already pressing housing requirements. One is traffic—already a headache to police and safety councils concerned with the flow of manpower to and from jobs on the government's \$100,000,000 program at Terminal Island. The other is the lack of housing immediately adjacent to the harbor—in Wilmington, San Pedro and Long Beach.

Free From Congestion

Engineers are pondering over maps and plans which may solve the problem of moving some 40,000 to 50,000 workmen speedily between defense jobs which are being rushed as fast as possible. Peak of the traffic crisis will not be reached until late this summer, it is predicted, when work will be in full swing on eight different "fronts" on Terminal Island, but for months traffic experts have been struggling with the ever-growing problems as congestion grows worse.

Workers who could find homes in Torrance or Lomita would be close to their jobs yet escape much of motoring or transportation hazards faced by their fellows who must come from longer distances to their posts. They could live out of congested areas, enjoy their recreation hours in quiet and yet be close to mercantile areas.

That local communities stand an excellent opportunity of acquiring defense workers for permanent positions is seen in the

predicament of Wilmington where F.H.A. loans are denied because of encroachment of oil wells and leased property. A survey late last week showed that only 30 homes are under construction there now, nearly all of them privately financed. The homes are in the \$3,500 to \$4,500 price class. Wilmington civic groups are attempting to interest F.H.A. officials in opening the way for a badly needed expansion of housing facilities but as yet little headway has been made.

"Drop in the Bucket" Torrance and Lomita are "open" for construction of homes under F.H.A. insured financing in just about every part of the two communities. The recent Title VI plan, designed to speed "defense housing" utilized in the present subdivision being created north of the Torrance City park by Sam J. Katz and J. H. Pine, Los Angeles developers. They plan to start construction work shortly on a project to provide Torrance with at least 70 dwellings.

The first unit will provide 18 homes. The tract is bounded by Arlington, Plaza del Amo, Borden and Lincoln avenues. These dwellings are being planned to sell from between \$3,350 to \$3,750.

They will accommodate defense workers in this area and in the harbor district. But reports from Terminal Island, Wilmington and San Pedro indicate very distinctly that they will be "only a drop in the bucket" to what will be desired in the way of housing here in a very few months—or even weeks.

Projects Listed

Here is the latest report on defense projects already under way or shortly to start at Los Angeles harbor—just over the hills from Torrance and Lomita:

1. Improvements at Reaves Field, fleet air base and construction of a huge fleet operations base complete with dry docks and other equipment, costing a total of approximately \$22,000,000.

2. Construction of a breakwater extension off Long Beach at a cost estimated at \$19,000,000, with the Atkinson, Pollock Company building one 6000-foot long segment attached to the present offshore breakwater on the east, and the Columbia Construction Company building an additional 13,350-foot link. The breakwater will extend east of the Belmont Shore Pier offshore when completed and will afford a huge protected basin for naval craft and commercial shipping. The 6000-foot extension being built by the Atkinson, Pollock Company, which has headquarters on Terminal Island, will be followed by an 1800-foot gap with the breakwater beginning again and running due east 10,950 feet and then angling 35 degrees to the north and continuing an additional 2400 feet.

3. Construction of a new \$9,066,000 shipyard boasting 14

Carefree



In her carefree moments singing Mexican songs to her own guitar accompaniment was a favorite pastime of this attractive young widow, Mrs. Gwen Johnston of Burlingame, Cal.

First Day Defense Bond Sales Reported

A total of \$1,292.25 in U.S. defense bonds and stamps was sold at the Torrance post office last Thursday on the first day of the nation-wide sale. Postmaster Earl Conner reported. First to purchase a bond was Mrs. Clara Conner, wife of the postmaster. Next in line were Mrs. M. M. Anderson, H. G. Stullenburger, Glenn Robinson, postal workers and W. N. Andrews, a local stamp collector.

At Lomita, Postmaster Earl F. Fishel reported first day defense bond and stamp sales of \$383.80 with Mrs. J. B. French, 2338 246th Place, the first in line for a purchase.

CALM YOURSELF

Skill in operating an automobile become a habit acquired with practice. Changing conditions in traffic are often annoying and confusing. If you become confused or irritated, you delay traffic, abuse your car, cause a collision. Calm yourself!

minals and small boat yards which do not have national defense contracts.

Transportation facilities, ordinarily quite adequate to serve the Terminal Island section during normal times, have been dwarfed into insignificance as a result of the huge construction program and traffic is jammed at major intersections for long periods during early morning and evening hours. Staggering of working hours to date has not proven very satisfactory. Hundreds of trucks operating to and from the island centers carrying steel, dirt and other building materials such as lumber and cement add still more to the traffic problem.

Meanwhile more and more men are going to work daily on the various projects as the huge defense program gathers momentum slowly but surely. Housing for these workers must come in Torrance and Lomita if these two communities are to share in the Southland's development. There must be no "bottleneck" in this activity.

Housing facilities in Long Beach will be taxed to overflowing after July 1, when the huge Douglas Aircraft plant is scheduled to get into operation with some 18,000 employees.

Harbor C. C. to Hear Trade Talk

A variety show is an added feature to the entertainment provided members of the Harbor District Chambers of Commerce today at the Potrero Country Club in Inglewood for its monthly afternoon business session and banquet to follow. The host chamber, the Southside Chamber of Commerce, is presenting the show.

In addition to the show for the banqueters tonight, Dr. V. O. Watts, economic counsel to the Los Angeles Chamber of Commerce, will discuss what foreign trade means to America's national economy. Charles Ruble, president of the Standard Paper Box Corporation, president of the Southside Chamber of Commerce, will welcome the delegates and C. M. Hummer, vice-president of the Harbor group and secretary of the Huntington Park Chamber of Commerce, will give the response.

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Conservative estimates indicate that the public suffers a loss of \$50,000 for each and every traffic death. This economic loss through traffic collisions, includes damage to property, hospital and medical treatment for injured, wage losses

FREE PUBLICITY
It is better to drive safely and remain anonymous than to drive carelessly and rate three lines in tomorrow's obituaries.

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